



ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY

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Transportation Update

March 2005

MTC Announces Proposal to Use Unexpected Federal Funding

MTC anticipates an additional \$105 million in federal funds will be available for programming in the region. This windfall is made available because federal funding is higher than was anticipated several years ago. MTC is proposing to direct these funds to a variety of project types, including backfilling State funds for selected projects at risk due to the ongoing fiscal crisis and local road and transit rehabilitation projects.

In Alameda County, the Measure B project on I-238 will receive \$17.5 million in federal funding that will free up an equivalent amount of State funding. In addition to better assuring the delivery of this project by using more certain federal funds, the project will be able to proceed one year earlier than planned. The MTC proposal also includes \$3 million in Alameda County for local road rehabilitation. BART will receive funding for critical rehabilitation projects.

At its March meeting, the CMA Board supported MTC's proposal and authorized staff to solicit projects for the local road rehabilitation funding. This new funding for local roads will be discussed with the CMA's technical advisory committee in April. Coordination with an existing solicitation for local road rehabilitation will be discussed as well as the process for selecting projects for this new funding.

CMA and AC Transit Take Next Step on Telegraph/International Rapid Bus Project

The CMA is assisting AC Transit with the implementation of its rapid bus project on

International Blvd and Telegraph Avenue by providing the necessary signal upgrades, transit priority equipment and other items. The project is scheduled to open for service in June 2006. At its March meeting, the CMA authorized staff to:

- Issue Request for Bids for equipment procurement associated with the rapid bus project; and
- Issue Request for Bids for construction.

The cost of equipment and construction is estimated to be \$8.9 million. This cost is covered through a combination of federal, State, regional, Measure B and local funds. This project follows a successful collaboration between the CMA and AC Transit in the San Pablo Avenue corridor, where rapid bus service began last year. In this earlier corridor, busses are running faster and transit ridership has increased.

CMA Holds Workshop on the Congestion Management Program

The CMA has begun the 2005 update of its congestion management program (CMP). The CMP contains various elements including level of service monitoring and the requirement for plans to be developed and implemented addressing areas that are below the level of service standards. Roadway level of service is measured in grades from A to F, with A being free flow and F being failure or gridlock. When a segment of roadway included in the CMP falls to level of service F, a "deficiency plan" is required under certain circumstances.

Three specific issue areas were discussed at the workshop: requiring deficiency plans for roadways that have been identified as LOS F during the morning peak period; requiring deficiency plans for

grandfathered segments; and elimination of the statutory exemptions. A white paper was presented that highlighted the existing statute and requirements, the history of grandfathered and exempt roadway segments, the history of deficiency plans in Alameda County, and implications for changing the current approach.

The Board indicated its desire to begin monitoring LOS on all CMP routes in the morning peak period and to further explore what changes, if any, might be made to CMP requirements for grandfathered segments. These issues will be further discussed with the CMA's technical advisory committee prior to a recommendation being made for any changes to the CMP. A draft 2005 CMP is scheduled for early summer 2005.

Plan for SMART Corridors O&M to Come Before CMA in April

The CMA has been developing a program using advanced technology to better manage key local arterials – the so-called SMART Corridors Program. This program includes signal upgrades, bus priority (see earlier article), incident management, fire vehicle priority and other elements. The program requires ongoing operations and maintenance in order to provide the benefits of the systems. A draft cost-sharing program for the O&M costs has been developed and will be considered by the CMA in April. Costs would be shared among the CMA, local agencies in Alameda and Contra Costa counties, MTC and transit operators.

Legislation

AB 1623 (Klehs) – This bill would authorize the Alameda County CMA to impose an annual fee of up to \$4 on motor vehicles to manage traffic congestion and to mitigate the environmental impacts of motor vehicles within Alameda County. The CMA would be required to adopt a program for the fee by a 2/3 vote. The fee would sunset on January 1, 2012 unless reauthorized by the Legislature. The CMA is the sponsor of this legislation.

Deadlines to Note

TDA Article 3 Bicycle/Pedestrian Program, Measure B Bicycle/Pedestrian Program, and Transportation Fund for Clean Air (TFCA): County Program

Final Program April 2005

Local Street & Road Maintenance, Rehabilitation, Safety Funding -- \$3.4 million

Draft Road Program May 2005

Final Road Program June 2005

Congestion Management Program – 2005 Update

Draft June 2005

Final September 2005

Upcoming Meetings

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| <i>April</i> | 5 | CMA Technical Advisory Committee |
| | 11 | CMA Administration & Legislation Committee |
| | 11 | CMA Plans & Programs Committee |
| | 13/14 | CTC (Stockton) |
| | 14 | San Pablo Ave Policy Advisory Committee |
| | 28 | CMA Board Meeting |
| <i>May</i> | 3 | CMA Technical Advisory Committee |
| | 6 | Tri Valley Triangle Analysis Policy Advisory Committee |
| | 9 | CMA Administration & Legislation Committee |
| | 9 | CMA Plans & Programs Committee |
| | 25/26 | CTC (Sacramento) |
| | 26 | CMA Board Meeting |

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